

The Lióngkóng Telegraph.

No. 2835.

TUESDAY, MAY 5, 1891.

SIX DOLLARS
PER QUARTER

Banks.

THE NEW ORIENTAL BANK
CORPORATION, LIMITED.
AUTHORISED CAPITAL \$1,000,000.
PAID-UP CAPITAL \$50,000.

LONDON:
Head Office 40, Threadneedle Street,
West End Office 25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN
AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT,
BILLS OF EXCHANGE,
ISSUES LETTERS OF CREDIT, FORWARDS BILLS FOR
COLLECTION, and Transacts Banking and
Agency Business generally, on terms to be had
on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum.

" " " " " 4 per Cent.

ON CURRENT DEPOSIT ACCOUNTS
2 per Cent. per Annum on the Daily Balance.

E. W. RUTTER,
Manager. [10]

Insurances.

£1,000 STG. Payable at Age 55, or
at death if previous—may be secured by
a payment at the rate of:—
£ 7 7 6 (per quarter if commenced at age
5) 20
£ 8 14. 2 25
£ 10 11. 2 30
£ 13 4 10 35
£ 17 15. 8 40
£ 27 12. 6 45

AFTER the Policy has been three years in
force the Policy-holder will be entitled
to receive on application a Free Paid-up Policy
for proportionate amount of the Sum Assured,
as explained in Prospectus, should he wish to
discontinue payment of premiums.

ADAMSON, BELL & CO.,
Agents, Hongkong,
98-2 STANDARD LIFE OFFICE.

SOUTH BRITISH FIRE AND MARINE
INSURANCE COMPANY OF
NEW ZEALAND.

THE Undersigned are prepared to accept
FIRE and MARINE INSURANCES on
favourable terms.

Current rates and a guaranteed Bonus equal
to that paid by the local Offices.

GEORGE R. STEVENS & CO.,
Agents,
No. 2, Queen's Road, Hongkong.
Hongkong, 1st March, 1891. [14]

GENERAL LIFE AND FIRE
ASSURANCE COMPANY IN
LONDON.

THE Undersigned having been appointed
Agents for the above Company, are prepared
to ACCEPT RISKS against FIRE and
LIFE at Current Rates.

REUTER, BROCKELMANN & CO.,
Hongkong, 1st July, 1880. [16]

THE EQUITABLE LIFE ASSURANCE
SOCIETY
OF THE
UNITED STATES.

RUSSELL & CO.,
Agents,
Hongkong, 14th November, 1890. [156]

NOTICE.
THE MAN ON INSURANCE COMPANY
LIMITED.

CAPITAL SUBSCRIBED \$1,000,000.

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on Goods,
etc. Policies granted to all Parts of the world
payable at any of its Agencies.

WOO LIN YUEN,
Secretary,
HEAD OFFICE,
No. 2, QUEEN'S ROAD, WEST,
Hongkong, 1st February, 1892. [126]

GENERAL NOTICE.
THE ON TAI INSURANCE COMPANY
(LIMITED).

CAPITAL, TAELS 600,000, £33,333.33.
EQUAL TO £33,333.33.
RESERVE FUND £38,000.00.

BOARD OF DIRECTORS,
LEE SING, Esq. LO YEK MOON, Esq.
LOU TEO SHUN, Esq.

MANAGER—HO AMEL.

MARINE RISKS on GOODS, etc., taken
at CURRENT RATES to all parts of the
world.

HEAD OFFICE, 8 & 9, PRAYA WEST,
Hongkong, 1st December, 1890. [125]

Consignees.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "GLAMORGANSHIRE,"
FROM NEW YORK.

CONSIGNEES of cargo are hereby requested
to send in their Bills of Lading to the
undersigned for countersignature, and to take
immediate delivery of their Goods from along-
side.

Cargo impeding the discharge of the steamer
will be at once landed and stored at Consignee's
risk and expense, and no Fire Insurance will be
effected.

Optional cargo will be forwarded unless
notice to the contrary be given before NOON
TO-DAY.

All claims against the steamer must be sent
in immediately.

ADAMSON, BELL & CO.,
Agents,
Hongkong, 4th May, 1891. [107]

Intimations.

FURNISH THROUGHOUT AT THE

HONGKONG TRADING CO., LTD.

THE LARGEST AND MOST CONVENIENT

FURNISHING ESTABLISHMENT IN HONGKONG.

CABINET FURNITURE,

BEDSTEADS, CARPETS,

HOUSEHOLD LINENS,

ACE CURTAINS, CHINA, CUTLERY, &c., &c.

ALL READY FOR IMMEDIATE USE.

PRICES WILL COMPARE FAVORABLY WITH ANY HOUSE IN THE EAST.

NEW PREMISES, COLONIAL HOUSE.

Hongkong, 10th April, 1891. [368]

Intimations.

NOTICE.

THE GOVERNOR and Lady DES VIEUX
will be glad to receive at Government
House TO-MORROW, the 6th May, between
the hours of 4 to 6 p.m., all those who wish to
bid them farewell.

Hongkong, and May, 1891. [166]

TREASURY NOTICE.

THE RATING ORDINANCE, 1888.

THE VALUATION LIST for VICTORIA
for 1891-92 is open to inspection at the
Treasury for Twenty-one Days, commencing
from MONDAY, the 4th May. Extracts may
be taken.

This Valuation will be in force from July 1st,
1891, to June 30th, 1892.

The last day for appeal to the Supreme Court
will be May 2nd. Besides lodging a Formal
Appeal in the Court, stating the grounds of such
Appeal a copy of such notice must also be sent to
the Assessor on or before that date.

The Valuation Lists for the Hill District,
Kowloon and the Villages will be open to
inspection later on, of which due notice will be
given.

Where the Valuation of any Tenement has
been altered from that now in force the Assessor
has sent notice of such change to the Owner; if
his address is known, or if not to the Occupier,
with a request that he will hand the same to the
Owner. The omission to serve such notice does
not invalidate the Rate, or form any excuse for
not appealing against any Assessment within
the prescribed time, viz. May 4th to May 2nd,
1891. All Owners or Occupiers interested in
rateable property should therefore inspect the
Rate Book within this period.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 4th May, 1891. [1610]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KORE & YOKOHAMA,
VIA INLAND SEA.

THE Steamship

"MONMOUTHSHIRE."

Captain Cuming, will be despatched as above
on or about the 10th inst.

For Freight or Passage, apply to
ADAMSON, BELL & CO.,
Agents.

Hongkong, 4th May, 1891. [1671]

"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA,
VIA INLAND SEA.

THE Steamship

"TARTAR."

Captain Bailey, will be despatched as above, on
or about the 10th inst.

For Freight or Passage, apply to
ADAMSON, BELL & CO.,
Agents.

Hongkong, 2nd May, 1891. [1667]

STEAM TO STRAITS AND BOMBAY.

(Calling at Colombo if sufficient Inducement
offers.)

THE P. & O. S. N. Co.'s Steamship

"LOMBARDY."

Captain Cole, will leave for the above places
on TUESDAY, the 12th instant, at NOON.

E. L. WOODIN,
Superintendent.

Hongkong, 4th May, 1891. [1670]

EASTERN AND AUSTRALIAN STEAM- SHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND
ADELAIDE.

(Calling at SANDAKAN, TIMOR, PORT DARWIN,
and QUEENSLAND PORTS, and taking
through Cargo to NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"GUTHRIE."

Captain Shannon, will be despatched for the
above Ports on SATURDAY, the 16th instant, at
Daylight.

For Freight or Passage, apply to
RUSSELL & CO.,
Agents.

Hongkong, 1st May, 1891. [1673]

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 3/4 L. I. American Bark

"ST. JAMES."

Burnham, Master, will load here for the above
Port, and will have quick despatch.

For Freight, apply to
RUSSELL & CO.

Hongkong, 21st April, 1891. [1670]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVER-
LAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN

FRANCISCO.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO."

Will be despatched for SAN FRANCISCO, YOKOHAMA
on TUESDAY, the 10th May, 1891, at 11 A.M., the Company's Steamship

PREUSSEN." Captain Reinikainen, with
MAILS, PASSENGERS, SPECIE & CARGO,
will leave this Port as above, Calling at GENOA.

Shipping Orders will be granted till NOON.

Cargo will be received on Board until 4 P.M.

Parcels and Parcels until 3 P.M., on the 9th

May. (Parcels are not to be sent on Board,
they must be left at the Agency's Office.)

Contents and Value of Packages are required.

For further particulars, apply to
MELLCHERS & CO., Agents.

Hongkong, 11th April, 1891. [1671]

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVER-
LAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN

FRANCISCO.

THE U. S. Mail Steamship

"ALBANY."

Captain Hood, will be despatched on or about
the 20th inst.

For Freight, apply to
ADAMSON, BELL & CO.,
Agents.

Hongkong, 4th May, 1891. [1665]

FOR NEW YORK.

THE Steamship

"BOSTON."

Captain Hood, will be despatched on or about
the 20th inst.

For Freight, apply to
ADAMSON, BELL & CO.,
Agents.

Hongkong, 4th May, 1891. [1665]

"LIVERPOOL."

Captain Hood, will be despatched on or about
the 20th inst.

For Freight, apply to
ADAMSON, BELL & CO.,
Agents.

Hongkong, 4th May, 1891. [1665]

FIRE IN QUEEN'S ROAD.

About half-past one o'clock this morning fire broke out in the premises No. 331, Queen's Road Central, in a building which stood at the corner of Queen's Road and Morrison Street. The alarm was sounded, and the Fire Brigade were soon upon the scene, under the direction of Acting Superintendent Hinspool and Assistant Superintendent A. Chapman. Owing to the absence of water in the mains it was fortunate the fire was in such close proximity to the harbour, from which a good supply of water was obtained. The fire, however, by this time had spread to the adjoining shop, No. 333, Queen's Road, a coppersmith's shop, which was soon enveloped in flames. The burning buildings being doomed the brigade turned their attention to keeping the fire located, which they succeeded in doing. The two shops, buildings of three stories in height, were entirely gutted, and we learn that No. 331 is insured for \$1,000 in a Chinese Insurance Office, the other premises not being insured.

DEVELOPMENT OF THE TRANS-PACIFIC TRADE.

A NEW LINE OF STEAMERS FROM HONGKONG.

Commander A. Marshall, R.N.R., well known in the Far East as the popular skipper of the renowned tea-clipper *Striding Castle*, arrived here from Vancouver last Saturday by the Canadian Pacific Co.'s chartered steamer *Batavia*, on a special mission. A member of our staff interviewed him yesterday. I am here, said Captain Marshall, as the special representative of Mr. Richard Barnwell, managing director of the *Fairfield* Shipbuilding and Engineering Company, who is also one of the leading directors of the Scottish Oriental Steamship Company and managing director of the "Gulf" line. Mr. Barnwell has charge of all Sir William Pearce's vessels and shipping interests all over the world, and as his steamer the *Portia*, *Abyssinia* and *Batavia*, now chartered by the Canadian Pacific Company are about to be supplanted on the Vancouver run by the three new and magnificent *Empresses*, it is necessary to find other employment for these three "Gulf" boats. To do this I have visited Canada and the United States and specially looked into affairs in the neighbourhood of Tacoma, Seattle, Portland (Oregon), Victoria, and Vancouver—in fact the whole of the Puget Sound ports and their trade prospects have been specially studied by me. It is now about four years since I first crossed the Pacific from Vancouver to Yokohama. On that occasion I commanded the *Abyssinia* and my freight consisted of a Chinese coffin and five or six tons of flour. That sort of thing did not last long. The trade, owing to the shortness of route and the certainty with which merchants in China could calculate on the delivery of their consignments, developed with remarkable rapidity until, about a year ago, it was found that the three chartered boats were not able to carry all the cargo offering, and one or two "outsiders" were engaged to meet the demands of shippers.

THE NEW LINE.

The *Batavia* and *Zambesi* are chartered by Mr. Frank Upton of Kobe to run from Japan to the Pacific last. They have nothing to do with the new line between Tacoma and Hongkong, touching at Japanese ports and Shanghai. It may be taken for granted that a new line will be started within twelve months from the present time, and that they will have all they can do to carry the cargo offering. In fact it is highly probable that the service will have to be augmented by one or two more vessels at a comparatively early date. The new line will not in any way damage the interests of the Canadian Pacific Company. The goods to be carried are the new *fluer* will be brought to Tacoma by the Northern Pacific Railway Company, which has its terminus in Tacoma. It is a positive fact that the Canadian Pacific steamers have to shut out cargo at Vancouver almost every trip. That, of course, is detrimental to trade, and if by assisting in carrying the surplus and whatever other cargo is offered, we can keep the godowns empty on the other side, it stands to reason that the trade will go on developing, for shipper will find that all they can get for shipment is quickly carried to its destination in China and Japan. We are on the most friendly terms with the Canadian Pacific Company, whose special agent Mr. George E. D'Uwe is. Which should show you that there is no truth in the rumour respecting strained relations between the *Fairfield* Company and the Barrow Shipbuilding Company. The Barrow Company's tender was lower than ours so they got the contract to build the three *Empresses*. There has been no quarrel, and there is no spite or jealousy at the bottom of the projected so-called opposition line to Tacoma.

MINES AT FUGIT SOUND.

At no great distance from Tacoma, on the borders of the Sound, there have been discovered coal, gold and silver mines, with the result that towns have rapidly sprung up there, a vast amount of American capital has been invested in the neighbourhood, and railways are now being constructed from Tacoma to the mining districts at Custer, Seattle, etc. This all means increase of trade, and the latter will, of course, result in the development of the shipping trade.

TACOMA.

Tacoma is a magnificent port, with plenty of deep water close alongside the piers and wharves. Buildings are being run up there at a great rate, and the city, large as it is at present, bids fair to become, within the next ten or fifteen years, a great rival of San Francisco as regards its shipping and mining interests. There are enormous hotels there, huge warehouses, electric railways, the electric light, and every sign of modern prosperity. It is one of the finest and most go-ahead cities in that vast continent. At no very far distant date a line of steamers will be running from Vancouver to Australia, and it was rumoured when I left that city, a cable will before very long join the two continents. There is plenty of enterprise, as is well known, amongst the American mercantile classes, which, as regards the development of Tacoma and neighbouring ports, is backed with any amount of capital. So it is clear that with anything like a fair run of luck the new Co.'s vessels and the Canadian Pacific Company will be carrying vast quantities of cargo to and from China, which at one time would have been shipped exclusively by vessels using the slower and less certain Suez Canal route. It may, in fine, be taken for granted that the Canadian-Pacific and the new company's vessels will be employed in the development of a trade which must benefit the mercantile communities of the Far East generally, and, as such should be regarded with the utmost favour by all who have large commercial interests at stake in the Orient. The development of the trade between Vancouver and the Far East is, I believe, the most remarkable feature of trade affairs yet known, and tends to very strongly prove that "where there's a will there's a way."

Yours very truly,

W. H. WHITEHEAD.

Hongkong, 4th May, 1891.

THE HON. JAMES JOHNSTONE KESWICK
AND THE PUBLIC.

To the Editor of the "Hongkong Telegraph."

SIR.—Really, I became much perplexed when I saw in last night's *Telegraph* the Hon. Mr. Keswick's letter addressed to the Head of the Executive, withdrawing everything that he did both in and out of the Council, for the last month or two. I cannot believe, myself, that owing to pressure of business, he signed the protest, or whatever it is called, without looking at it. Is this a hole to creep out of? Undoubtedly this is a very poor excuse. Not a child, Sir, could have done what the Hon. Mr. Keswick did. He had more than once, and yesterday more than ever, proved his inability to represent the interests of this colony in the Legislative Council. It is high time that he should be called upon to resign his place in Council immediately, and the vacancy occupied by one more competent than himself. What we want is a man of the Hon. Mr. Whitehead's character, independent of the cue, and not a mere time-server who only opens his mouth to utter an "if" or a "but," as you very well said, in your letter of last night.

Thanking you in anticipation,

I am, Sir,

Yours very truly,

B. D. F.

Hongkong, 5th May, 1891.

THE ASHDOWN AND RYAN CONCERTS.

To the Editor of the "Hongkong Telegraph."

SIR.—The Committee of Management of the series of concerts recently given at the Garrison Theatre and Theatre Royal, City Hall, in aid of a fund for the benefit of the widow and orphans of the late Bomberard Ashdown R.A., and the widow of Mustley-Instructor Ryan, of the Hongkong Police, resulted as follows:—

The concert for Mrs. Ashdown resulted in the realization of a sum of \$352.04, after paying all expenses, and the one entertainment at the Garrison Theatre enabled the Committee to set aside for Mrs. Ryan \$51.32.

On behalf of the Committee of Management I shall esteem it a favor if you will tender our warmest thanks to Mr. C. H. Grace, who most willingly undertook to arrange the City Hall concert, and the ladies and gentlemen who so kindly gave their valuable services; also to Mr. Ruchwally and his talented pupils, to Messrs. Kelly and Walsh, Lt. the City Hall Committee, the Army and Navy and public generally, for their liberal support, and last, but not least, to the Hongkong Press for the cordial assistance they invariably give to all deserving cases.

The amounts stated above have been handed to Capt. G. Adams commanding the Battery to which the late Bomberard Ashdown belonged, and satisfactory arrangements will be made that they will be utilised to the best advantage for those concerned.

I am, Sir,

Yours faithfully,

J. MEREDITH,

Garrison Sergeant-Major.

Hongkong, 5th May, 1891.

CANTON.

(FROM OUR CORRESPONDENT.)

Canton, 4th May, 1891.

A few days hence we are fated to see the last of another old China notable in the person of Consul-General Alabaster, who takes his departure upon a well-earned term of leave. Anyone following his career in H. M.'s Service in the Far East will admit that conscientious scruples of duty would at any time tie him to his post, and it is with some concern one has observed him holding on to the helm so long considering his indifferent health and the numerous and worries attendant upon his difficult position, vis-à-vis the aggravating native authorities, as the sequence of the Walsam—may it not be accurately described "All-sham"!—British representation at Peking.

To digress a moment to refer to an anecdote of the present Admiral John Borlase, who commanded the *Pearl* out here at the beginning of the sixteen and who had some peculiarly humorous kinks in his cranium which he used to indulge in, garnished by a broad west-country dialect. Upon the British fleet leaving the Peiho after the capture of Peking, the old *Imperial*, Admiral Tobias Jones, leading the van, and by the way, the German frigate *Ancona*, Commodore Sunderland, with the German Minister, Count Eulenburg, the present Imperial Chamberlain, and Herr van Brandt, the present German Minister to China, who was then an attaché, on board, played "Rule Britannia" as he passed—the *Pearl* followed second in line under steam and sail. Observing the *Pearl* catching up the *Imperial* fast, old Johnnie Borlase ordered the halyards to be let go and sails lowered, forgetting at the moment, (having been so long in sailing vessels) that he was under steam, and when the inevitable crash came, and the emerald and gold bunting work of the stern and the Admiral's cabin was laid bare by this manoeuvre, the old skipper could do nothing but exclaim "Oh dear! Oh dear! I forgot I was in a steamer!" Excuse this digression, but this one of endless anecdotes connected with old nautical characters came to mind as I was trying to adorn my tale in regard to one more to the point I am driving at, which was in connection with this officer's investigation of the conduct of a troublesome blue-jacket which even Borlase's grating policy could not lock into shape, so far as the officers could judge from the symmetry with which the unfortunate man's blue jumper hung upon him; the man's name was Bill, and the Captain in sentencing him to his usual prescription of 48 lashes, grimly remarked "a bitter pill you've been to me!" So it is likewise a somewhat bitter pill one has to swallow in reproducing from the columns of "Punch" so far back as January 1857, an exemplification of the drastic policy of those days, and contrasting the same with that now in vogue, in comparison with the paucity of results of the "kow-tow" policy of Great Britain.

(Yours' answer enclosed in the above.)

To HIS EXCELLENCY SIR JOHN BOWRING,
etc. &c. &c. (Private.)

"British Consulate, Oct. 10.

"My dear Sir,

"I enclose Yeh's answer to my letter. As I

expected, he offers no apology, but takes advantage of the legal quibble, as to the *Arrow*'s right to fly our colours; but he luckily misses the strong point that her registry was not renewed on the 27th of September last, as it ought to have been. The story of the pirate on board is new to me. It may or may not be true, but at all events we may fairly contend there is no reliance on the evidence of natives given under duress. I hope you will not see any objection to my having written to Elliot to bring up *Sibylla*. I think the sooner we come to great guns the better. These *Orbis* will discuss our points with us for an eternity."

"Yours, sincerely, H. S. PARKES.

(A True Translation. PUNCH.)

(MR. CONSUL PARKES to COMMODORE ELLIOT,
H. M. S. *Sibylla*.)

(British Consulate, Oct. 8.)

"My dear ELLIOT,

"Here's a chance for you. These fellows have seized some men aboard a lorch-a-flying English colour. I have written to despatch Yeh to send them back. I haven't got his answer, but of course he won't.

"You know what a pig-headed brute it is; and besides, there is no doubt the lorch-a's colonial registry was not renewed when it last expired. This will give him a legal ground for refusal, but of course, I shall not condescend to discuss the point of law with him. I fully anticipate your thirty-two pounds will be required to reduce him to reason; so bring up *Sibylla* without delay, there's good fellow."

"Ever yours, H. S. PARKES.

(Yours' answer.)

To HIS EXCELLENCY SIR JOHN BOWRING,
etc. &c. &c. (Private.)

"British Consulate, Oct. 10.

"My dear Sir,

"I enclose Yeh's answer to my letter. As I

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"Yours, sincerely, H. S. PARKES.

(P.S. I forgot to mention that Yeh sent back

him. Of course, I refused to receive him. His pretext for keeping back the others, that they are under legal examination, is ridiculous. What business has he to act up Chinese law against the demands of a British Consul?"

(Yours' answer enclosed in the above.)

To HIS EXCELLENCY SIR JOHN BOWRING,
etc. &c. &c. (Private.)

"British Consulate, Oct. 10.

"I have received your letter of yester-

day, and have well weighed the contents.

The men of the *Arrow* were seized on the

formation of Hwang-Leen-Kae, a merchant

of Lin-Hin, whose vessel was plundered in

September last by pirates, among whom he

was seen. Le-Ming-Tae, one of the crew of the *Arrow*. This man, Hwang-Leen-Kae

recognised on the board the lorch-a he had past

to yesterday on his arrival in the river; I send

you nine of the men at whom there seems

no legal cause of complaint. I keep back the

pirate Leang-Keen-Foo, another of the

crew who was engaged by the heathen at the

same time with him (and who is also stated

as the evidence of Woo-Ajin to have been

involved in the piratical attack on the ship of

Hwang-Leen-Kae) and Woo-Ajin, who has

been evidence seized on the

formation of the *Arrow*. I have

not yet had time to examine the

pirate Leang-Keen-Foo, another of the

crew who was engaged by the heathen at the

same time with him (and who is also stated

as the evidence of Woo-Ajin to have been

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not yet had time to examine the

pirate Leang-Keen-Foo, another of the

crew who was engaged by the heathen at the

same time with him (and who is also stated

as the evidence of Woo-Ajin to have been

To-day's
Advertisements.

A. S. WATSON & CO., LIMITED.

NOTICE is hereby given that the ORDINARY GENERAL MEETING of the Company will be held at the HONGKONG DISPENSARY on THURSDAY, the 14th instant, at Three o'clock in the Afternoon, for the purpose of receiving the Report of the General Manager, together with a Statement of Account to the 31st December, 1890.

The REGISTER of SHARES will be CLOSED from Monday, the 11th instant, till Saturday, the 16th instant, both days inclusive, during which period no Transfer of Shares can be registered.

And Notice is further given that an EXTRA-ORDINARY GENERAL MEETING of the Company will be held at the same place on the same day at the conclusion of the above named Meeting, when the following Special Resolution will be proposed:—

"That with a view to the further extension of the business of the Company in London and elsewhere, the Capital of the Company be increased to the sum of Six Hundred Thousand Dollars by the issue of 10,000 New Shares of the value of Ten Dollars each, and that such New Shares be issued by the General Manager at such time or times as he shall think fit, and be disposed of by him as if they were part of the Shares in the original Capital of the Company, in such manner, on such terms, and at such premium as he shall in the interest of the Company determine. The amount realized by way of premium to be put to the Reserve Funds."

By Order,
T. H. TALBOT,
Secretary.

Hongkong, 5th May, 1891. [678]

ST. JOHN'S CATHEDRAL.

COPIES of the PETITION, recently published, relating to the proposed withdrawal of Ecclesiastical Grants are awaiting signatures, from those who have not yet signed, at the HONGKONG CHURCH, Messrs. LANE, CRAWFORD & CO., Messrs. KELLY & WALSH, THE HONGKONG DISPENSARY and THE VICTORIA DISPENSARY.

CHARLES FORD,
Hon. Secretary,
Cathedral Trustees.

Hongkong, 5th May, 1891. [679]

STEAM TO YOKOHAMA, via NAGASAKI
AND KOBE.

(Passing through the INLAND SEA)
THE P. & O. S. N. Co.'s Steamship

"VERONA,"

Captain F. H. Seymour, will leave for the above places on SATURDAY, the 16th inst., at DAY-LIGHT.

E. L. WOODIN,
Superintendent.

Hongkong, 5th May, 1891. [679]

CANADIAN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM
HONGKONG, 1891.

(SUBJECT TO ALTERATION).

Empress of Japan | Tuesday... | June 2nd.
Empress of India... | Tuesday... | June 30th.
Empress of China | Tuesday... | July 28th.

THE Steamship

"EMPEROR OF JAPAN."

Captain G. A. Lee, R.N.R., sailing at Noon, on TUESDAY, the 2nd June, with Her Majesty's Mails, will proceed to VANCUVER, via SHANGHAI, NAGASAKI, Island Sea, KOBE and YOKOHAMA.

RATES OF PASSAGE.

From HONGKONG, FIRST CLASS.
To Vancouver, Victoria, Esquimalt, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O, San Francisco, \$225.00
To Banff, Calgary, \$225.00
To Winnipeg, \$275.00
To Minneapolis, St. Paul, Duluth, \$285.00
To Chicago, Kansas City, St. Louis, Milwaukee, \$295.00
To Detroit, Cincinnati, Cleveland, Columbus, Hamilton, London, (Ont), \$305.00
To Kingston, Niagara Falls, \$310.00
To Kingston, Ottawa, Montreal, Quebec, New York, Albany, Troy, Rochester, Baltimore, Philadelphia, Pittsburgh, Washington, Boston, Portland (Maine), Halifax, St. John, \$310.00
To Liverpool and London, \$325.00
To Paris and Bremen, \$345.00
To Havre and Hamburg, \$355.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China, and Japan, and to Government officials.

Return Tickets—First and second class only. Prepaid return tickets to Pacific Coast Points, and to Eastern and Interior Points of Canada and U.S.A. will be granted, available for 12 months at 25 per cent off Return Fare.

(Time is reckoned from the date of issue to date of re-embarkation at Vancouver.)

Passenger to Pacific Coast Points and to Interior and Eastern Points of Canada and U.S.A. not holding prepaid return tickets, but who re-embark at Vancouver within 12 months from date of issue of original ticket, will be allowed to 25 per cent of the return fare.

Prepaid return tickets to Liverpool and London will be issued available for 12 months at \$650 or for 4 months \$575.

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consider Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway Company, Vancouver, B.C.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to ADAMSON, BELL & CO., Agents.

Hongkong, 5th May, 1891. [679]

To-day's
Advertisements.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
AND BOMBAY.
Having connection with Company's Mail
Steamer to ADEN, SUZER, PORT SAID,
TRIESTE, VENICE AND FIUME.
THE Company's Steamship

"THISBE,"
Captain G. Costanzo, will be despatched as
above on THURSDAY, the 21st inst., at NOON,
taking Cargo at through rates to CALCUTTA,
MADRAS, PERSIAN GULF, BLACK SEA, LEVANT,
and ADRIATIC PORTS.

Cargo will not be received on board after 3
P.M. prior to date of sailing.

For further information as to Passage and
Freight, apply to

DAVID SASOON, SONS & CO.,
Agents.

Hongkong, 5th May, 1891. [677]

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"RAVENNA,"

Captain E. Crews, will leave for the above
place about 24 hours after arrival here with
the Outward Mails.

E. L. WOODIN,
Superintendent.

Hongkong, 5th May, 1891. [678]

Hotels.

THE MOUNT AUSTIN HOTEL.

A SELECT FAMILY and RESIDENTIAL
HOTEL, situated 1,400 feet above the
sea level, commanding on the one side a magni-
ficent view of the Harbour with the Mainland in
the distance, and on the other of hills and moun-
tains, with the sea beyond dotted with islands as
far as the eye can reach, surrounded by extensive
promenades and pleasure grounds, including
three good Tennis Courts. The Mount Pro-
menade alone is nearly an acre in extent, and the
Flagstaff in its centre can be seen from a
great distance in every direction.

The Hotel is complete with every accommoda-
tion for Families and Gentlemen.

The Manager, Mr. ROBERT ISHERWOOD,
will be assisted by an Efficient Lady Staff, and
the Hotel will be conducted upon the best Eng-
lish system. The accommodation comprises a
spacious Dining Hall, Private Dining Rooms,
Drawing, Reading, Smoking, Grill, Billiard, and
Private Sitting Rooms, with Fifty-four Bedrooms
each provided with separate Bath-room, and
every convenience.

Tramway Tickets will be supplied to Visitors at
Reduced Rates.

The Hotel will Open on or about the QUEEN'S
BIRTHDAY.

For terms apply to the Secretary at the
Company's Office, 38 and 40, Queen's Road
Central, Hongkong.

Hongkong, 30th April, 1891. [674]

STAG HOTEL,

QUEEN'S ROAD CENTRAL, HONGKONG.

THIS HOTEL, situated in the most Central
part of Hongkong, has recently been
refitted, and has excellent accommodation for
visitors.

The Table is supplied with every delicacy of
the Season.

WINES, LIQUORS, &c. of the very best
quality only.

Charges Moderate.

HING LEE & CO.,
Proprietors.

Hongkong, 14th April, 1891. [578]

THE SHAMEEN HOTEL

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably
situated within a few minutes walk of the
River Steamer Wharves, is now open to receive
Visitors.

The Bed-rooms are cool, airy and comfortably
furnished, and the spacious Dining Room, Sitting
Rooms, and accommodation generally will be
found equal to the best Hotels in the Far East.

The Table D'Hôte is supplied with every
luxury in seasons, and the cuisine is in ex-
pended hands.

Wines, Spirits, Malt Liquors, &c., of the best
quality only.

A. F. DO ROZARIO,
Manager.

Hongkong, 4th November, 1891. [1047]

THE BOA VISTA.

BISHOP'S BAY, MACAO.

THIS HOUSE, situated on the sea shore in one
of the best and healthiest parts of Macao,
and commanding an admirable view facing the
South, was OPENED as a HOTEL on the
1st July.

Every comfort will be provided for visitors, with
excellent cuisine and choice Wines.

Hot, Cold, Shower and Sea Water Baths.
Large and well Ventilated Dining, Billiard, and
Reading Rooms, and well supplied Bar.

A small dairy is attached to the premises.

Mrs. MARIA B. DOS REMEDIOS,

Proprietress.

Hongkong, 24th June, 1891. [1047]

For Sale.

HONGKONG TIMBER
YARD, WANCHAI.

REGON PINE SPARS and LUMBER
Always on Hand.

L. MALLORY.

Hongkong, 24th June, 1891. [1045]

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Eighteen
per cent upon Contributions for the
year 1890 has been declared. WARRANTS may
be had on application at the Office of the Socie-
ty, and after the 6th May.

By the Order of the Board,

N. J. EDE,

Secretary.

Hongkong, 25th April, 1891. [679]

NOW READY.

THE HONGKONG JOCKEY CLUB
RACE MEETING, 1891.

A Full Descriptive Report, in pamphlet form.

Orders may be sent to the following Agents—

Mrs. W. Brewster,

Messrs. Kelly & Walsh, Ltd.

Messrs. Lane, Crawford & Co.

108

The "Hongkong Telegraph" Office

108, Pedder's Hill,

Hongkong, 24th March, 1891. [679]

W. POWELL & CO.

EX S.S. "SHANGHAI" and "THAMES."

LADIES' and CHILDREN'S STRAW HATS,
FLOWERS.

RIBBONS.

MILLINERY, &c., &c.

W. POWELL & CO.

Hongkong, 25th April, 1891. [679]

Intimations.

W. POWELL & CO.

108, Pedder's Hill,

Hongkong, 25th April, 1891. [679]

INTIMATION.

F. Blackhead & Co.,

SHIP-CHANDLERS, SAIL-MAKERS,

AND

PROVISION MERCHANTS,

NAVY CONTRACTORS,

AND

GENERAL COMMISSION AGENTS

No. 11, Praya Central,

(Opposite Pedder's Wharf).

S I E N T I N G,

SURGEON DENTIST,

No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE,

Consultation free.

Hongkong, 7th March, 1891. [395]

D. GILLIES,

Secretary.

Hongkong, 26th March, 1891. [679]

NOTICE.

HONGKONG & WHAMPOA
DOCK COMPANY,
LIMITED.